

PROJECT WORKING GROUP ROSECRANS CORRIDOR MOBILITY STUDY

NOVEMBER 17, 2009

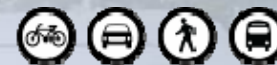
Agenda



- Call to Order
 - Purpose of PWG & Mission Statement
 - Approval of Minutes
- Public Comment
- SANDAG – Bicycle Presentation
- Update on Projects & Outstanding Issues
- Overview of Workshop #3
- Final Review of Preliminary Recommended Alternative

CALIFORNIA
209

5 EAST
8 EAST



1. Call to Order

Purpose of PWG



The PWG is comprised of residents and business owners from the Rosecrans Corridor communities of Old Town, North Bay and Peninsula. All member were appointed or nominated to serve as representatives of the PWG through their involvement in the community or in community based organizations.

Members are responsible for disseminating information about the project to the community by providing monthly updated to their respective organizations and distribution of event information.

The PWG is not a decision making body and will not be voting on issues. The purpose of this group is to provide guidance on key issues to the project technical team and City staff.

Mission Statement



The mission of the Rosecrans Corridor Mobility Study Project Working Group is to provide recommendations to the City of San Diego about potential community sensitive solutions to improve *vehicular, transit, pedestrian, and bicycle* mobility in the Rosecrans Corridor study area.

The Working Group will serve as a forum for collaboration, the discussion of issues and exchange of ideas between City, military and all affected communities toward improving mobility and promoting urban beautification.

2. Approval of Minutes







3. Public Comment

4. SANDAG Presentation

5. Outstanding Items



- Parking in Old Town
- Meeting & Comments to Rock Church
- Meeting with Sports Arena
- Comments to Navy






6. Workshop #3 Summary

Workshop #3 Summary








ROSECRANS CORRIDOR MOBILITY STUDY

OPEN HOUSE GUIDE

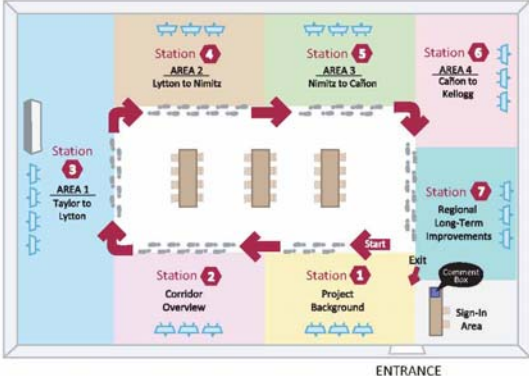
Thursday, November 12th
6:00 to 8:00 pm
NTC Event Center

Welcome to the Rosecrans Corridor Mobility Study Open House! The purpose of the open house is to share the details of the recently developed Preliminary Recommended Alternative, including potential benefits and challenges associated with each. At this open house, you will find several "stations" to visit with illustrative exhibits showing each of the Preliminary Recommended Alternative features, along with members of the Project Team who are here to answer your questions. Follow the arrows and take time to visit all of the stations identified in this guide.

OPEN HOUSE LAYOUT
STATIONS

Rosecrans Corridor Mobility Study



Station 1: Project Background
 Learn what steps have been taken to create the Preliminary Recommended Alternative, including background data and technical analysis.

Station 2: Corridor Overview
 Explore how the different areas of concern have shaped the improvements identified for the corridor. At this station, a map of the corridor from end to end is provided where you can become familiar with issues within the study areas.

Station 3: Area 1 (Taylor to Lytton)
 Explore the potential to address traffic congestion and circulation in Area 1. Extending Sports Arena to the east has been in the Community Plan for decades and this Mobility Study has evaluated opportunities to complete this extension. Learn about how traffic patterns through Area 1 will change over the next 20 years and how this is being addressed in the Preliminary Recommended Alternative. Bike lanes, new sidewalks, and new traffic signals are included in Area 1. Traffic simulations and maps are presented at this station to illustrate the proposed improvements.

Station 4: Area 2 (Lytton to Nimitz)
 Find out about the new features included for Area 2. This study area extends from Lytton to Nimitz through the central portion of the Rosecrans Corridor. At this station, review maps illustrating how median extensions, bicycle lanes widening, and modified traffic signals have been incorporated in the Preliminary Recommended Alternative.

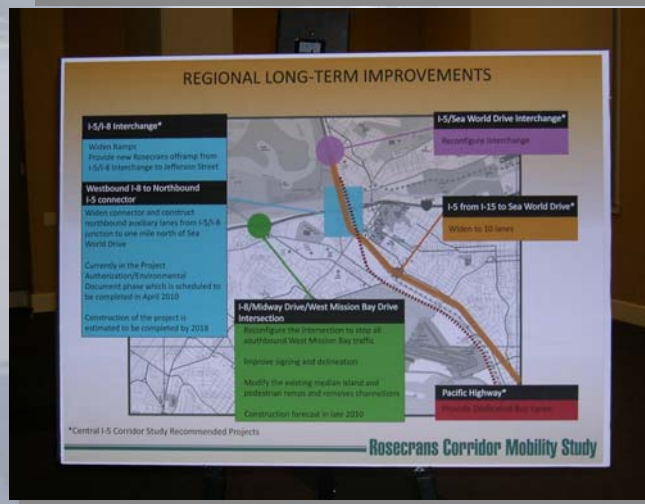
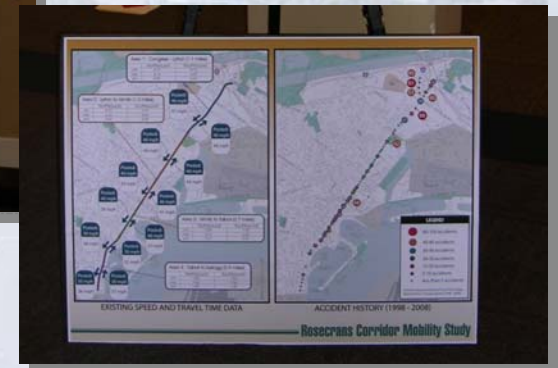
Station 5: Area 3 (Nimitz to Cañon)
 In Area 3, from Nimitz to Cañon, curb extensions at key intersections, minor modifications to medians, and a new traffic signal are included in the Preliminary Recommended Alternative. These elements aim to improve the walking and biking environment and access through Area 3. At this station, you can review a conceptual streetscape plan to see how all the elements work together.

Station 6: Area 4 (Cañon to Kellogg)
 Explore opportunities to slow down traffic in Area 4. A traffic calming plan has been developed as part of the Preliminary Recommended Alternative for Area 4, which extends from Cañon to Kellogg. Narrowing the travel way through the use of curb extensions and new sidewalks will help to improve the pedestrian environment through Area 4.

Station 7: Regional Long-Term Improvements
 Explore the regional long-term highway improvements planned for the areas in and around Point Loma. See how Caltrans and SANDAG have identified improvements that may affect traffic and circulation patterns in the study area.

Station 4: Area 2 (Lytton to Nimitz)
 Find out about the new features included for Area 2. This study area extends from Lytton to Nimitz through the central portion of the Rosecrans Corridor. At this station, review maps illustrating how median extensions, bicycle lanes widening, and modified traffic signals have been incorporated in the Preliminary Recommended Alternative.

Workshop #3 Summary



Workshop #3 Summary



Rosecrans Corridor Mobility Study

Preliminary Recommended Alternative Preference Survey

As you visit each station, please complete this form and drop it in the Comment Box before you leave. The Comment Box is located at the sign-in table.

Station 3: Area 1 (Taylor to Lytton)

	Like	Neutral	Dislike
A Moore St Median Closure	3	2	1
B Sidewalks & Bicycle Lanes on Rosecrans to Transit Center	3	2	1
C Extension of Sports Arena & Associated Roadway Changes	3	2	1
D Rosecrans & Midway Intersection Improvements	3	2	1
E Bicycle Lanes on Rosecrans & Removal of Parking	3	2	1
(LONG TERM) Grade Separation of Rosecrans/Sports Arena	3	2	1
(LONG TERM) Realignment of Sports Arena/Camino Del Rio	3	2	1

Station 4: Area 2 (Lytton to Nimitz)

	Like	Neutral	Dislike
F Modified Signals at Dumas/Roosevelt & Zola/Womble	3	2	1
G Intermittent Medians with Northbound Left-Turn Access	3	2	1
H Wider Bicycle Lanes (Lytton to Roosevelt)	3	2	1
I Side Street Curb Extensions to Reduce Crossing Distance	3	2	1
J Consolidation & Relocation of Transit Stops	3	2	1
(LONG TERM) Bicycle Boulevard on Evergreen & Locust	3	2	1

Station 5: Area 3 (Nimitz to Cañon)

	Like	Neutral	Dislike
K Re-stripe to Add 6' Bicycle Lanes	3	2	1
L Landscaped Medians & Left Turn Pockets at Intersections	3	2	1
M New Traffic Signal at Emerson	3	2	1
N Side Street Curb Extensions to Reduce Crossing Distance	3	2	1
O Relocation of Transit Stops to Signalized Intersections	3	2	1
(LONG TERM) Bicycle Boulevard on Locust	3	2	1

Station 6: Area 4 (Cañon to Kellogg)

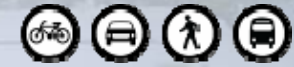
	Like	Neutral	Dislike
P Re-stripe Intersection of Rosecrans & Talbot	3	2	1
Q Complete Sidewalks on West Side of Street	3	2	1
R Curb Extensions at Owen and Bessemer	3	2	1
S Median Islands at Armada (at the curve)	3	2	1
T Chokers near Qualtrough and Kona	3	2	1
U Mini Roundabout at McCall	3	2	1
V Consolidation of Transit Stops	3	2	1

Comments:

Thank you! Please remember to turn in your survey at the sign-in table!



Workshop #3 Summary





ROSECRANS CORRIDOR MOBILITY STUDY

Workshop #3 - November 12, 2009

Preference Survey Summary

	Like		Neutral		Dislike		Total Responses	No Response	
Area 1									
Moore Street Median	25	47.2%	10	18.9%	18	34.0%	53	40	(43.0%)
Sidewalks & Bike Lanes to Transit Center	29	52.7%	10	18.2%	16	29.1%	55	38	(40.9%)
Extension of Sports Arena	20	37.7%	11	20.8%	22	41.5%	53	40	(43.0%)
Rosecrans & Midway Intersection Imp	37	67.3%	7	12.7%	11	20.0%	55	38	(40.9%)
Bicycle Lanes on Rosecrans/Parking Removal	19	35.8%	7	13.2%	27	50.9%	53	40	(43.0%)
Long Term: Grade Separation	18	39.1%	9	19.6%	19	41.3%	46	47	(50.5%)
Long Term: Realignment	22	45.8%	11	22.9%	15	31.3%	48	45	(48.4%)
Area 2									
Modified Signals (Roosevelt & Womble)	33	55.0%	13	21.7%	14	23.3%	60	33	(35.5%)
Intermittent Medians & NB Left Turn Access	25	42.4%	14	23.7%	20	33.9%	59	34	(36.6%)
Wider Bicycle Lanes	16	26.2%	9	14.8%	36	59.0%	61	32	(34.4%)
Side Street Curb Extensions	18	31.0%	13	22.4%	27	46.6%	58	35	(37.6%)
Consolidation of Transit Stops	27	46.6%	16	27.6%	15	25.9%	58	35	(37.6%)
Long Term: Bicycle Boulevard	26	48.1%	4	7.4%	24	44.4%	54	39	(41.9%)
Area 3									
Stripe Bicycle Lanse	11	22.0%	8	16.0%	31	62.0%	50	43	(46.2%)
Landscape Medians & Left Turn Pockets	15	31.3%	12	25.0%	21	43.8%	48	45	(48.4%)
New Signal at Emerson	24	48.0%	7	14.0%	19	38.0%	50	43	(46.2%)
Side Street Curb Extensions	17	34.0%	12	24.0%	21	42.0%	50	43	(46.2%)
Relocation of Transit Stops	26	52.0%	11	22.0%	13	26.0%	50	43	(46.2%)
Long Term: Bicycle Boulevard	23	52.3%	4	9.1%	17	38.6%	44	49	(52.7%)
Area 4									
Restripe Rosecrans & Talbot	32	51.6%	11	17.7%	19	30.6%	62	31	(33.3%)
Complete Sidewalks on West Side	27	40.3%	17	25.4%	23	34.3%	67	26	(28.0%)
Curb Extensions at Owen & Bessemer	14	22.2%	22	34.9%	27	42.9%	63	30	(32.3%)
Median Islands at Armada	13	21.0%	7	11.3%	42	67.7%	62	31	(33.3%)
Chokers at Qualtrough & Kona	12	19.4%	12	19.4%	38	61.3%	62	31	(33.3%)
Mini Roundabout at McCall	14	20.9%	6	9.0%	47	70.1%	67	26	(28.0%)
Consolidation of Transit Stops	26	42.6%	24	39.3%	11	18.0%	61	32	(34.4%)













7. Preliminary Recommended Alternative

Elements of Selecting an Alternative



Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input	
Cost	H



Yes



Neutral



No

H High (More than \$1M)

M Medium (\$100 - \$1M)

L Low (less than \$100)

Preliminary Recommended Improvement :

Moore Street Median Closure to Prohibit Left-turns

A

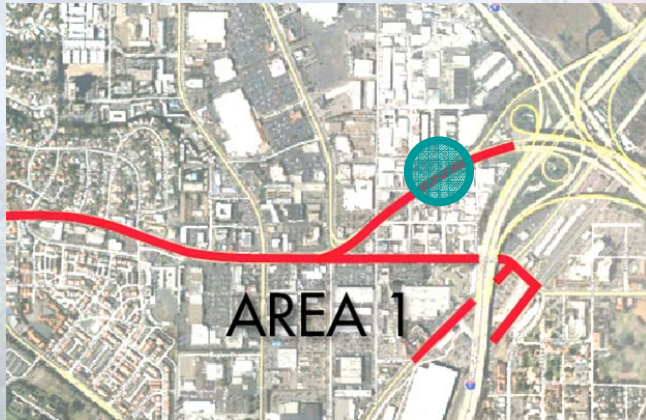


Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 47.2%)	●
Cost	M

Preliminary Recommended Improvement :

Moore Street Median Closure to Prohibit Left-turns

A



Accident History

45 Reported (1999 – 2009)

3 Pedestrian Involved (1 Fatality)

- 7% Pedestrian
- 20% Rear-End
- 40% Right Angle
- 20% Side Swipe
- 13% Other

EXISTING



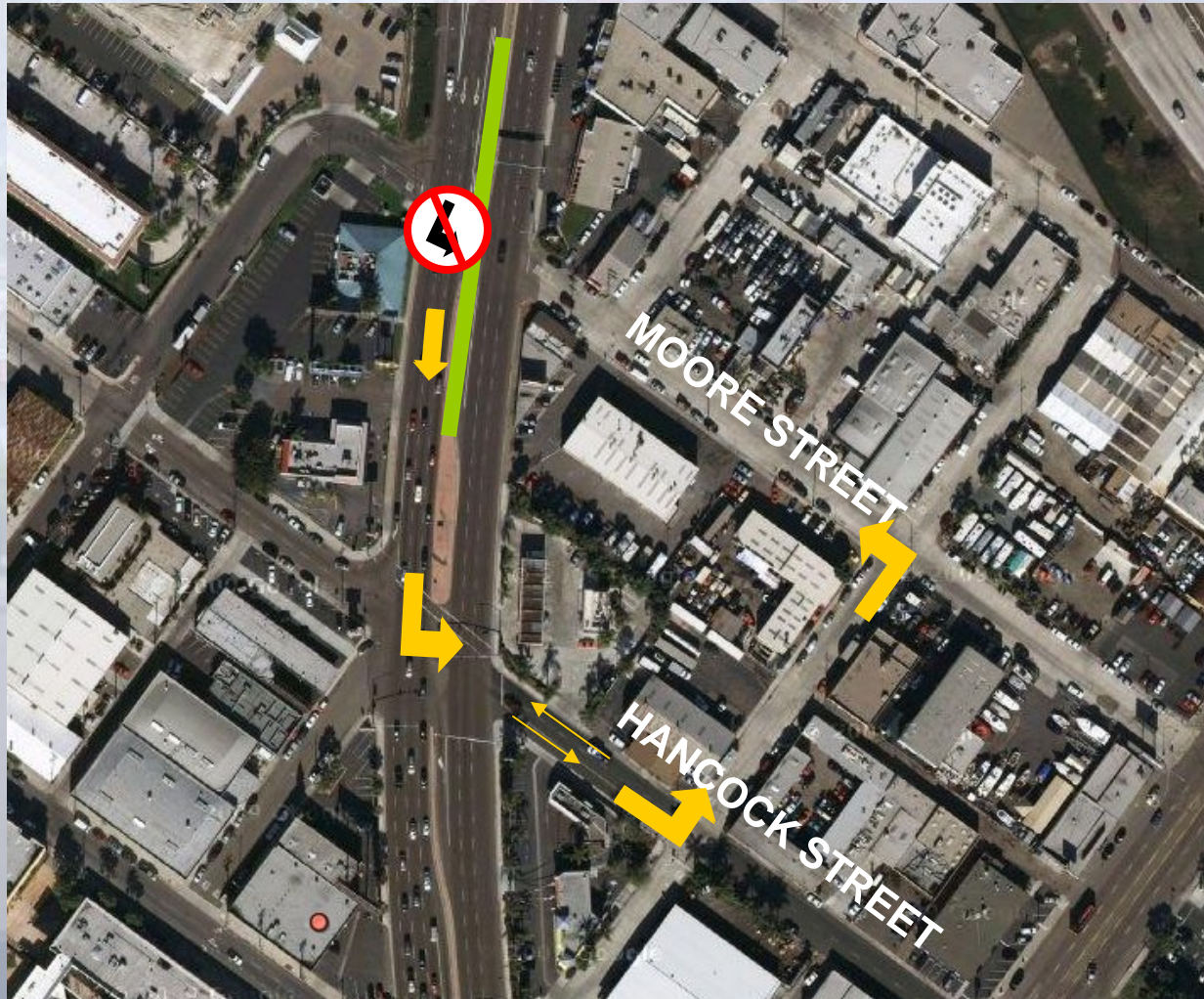
PROPOSED



Preliminary Recommended
Improvement :

**Moore Street Median Closure:
Traffic Recirculation Pattern**

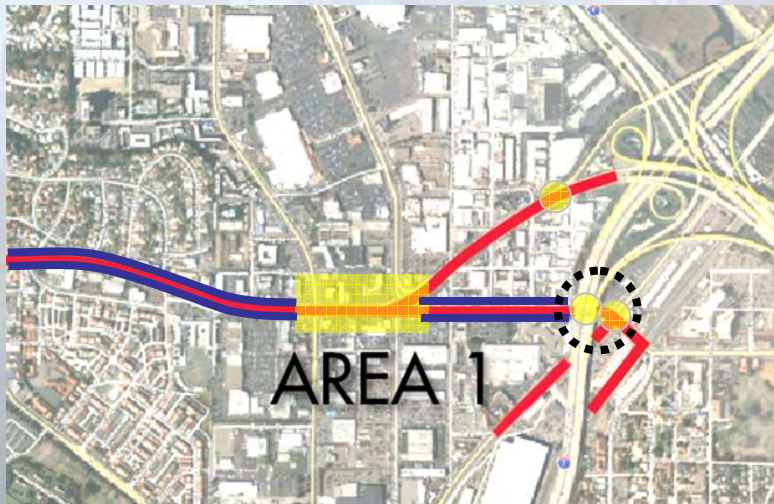
A



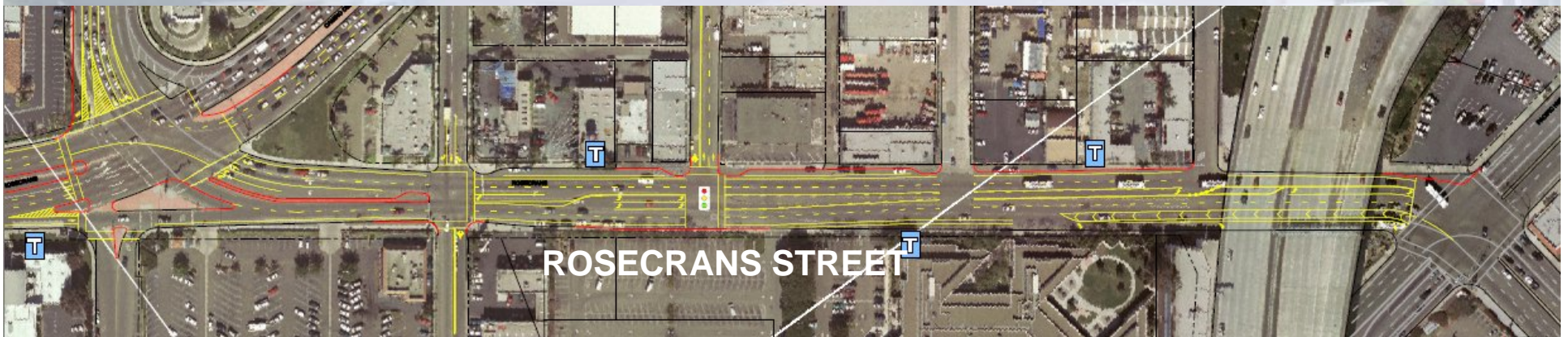
Preliminary Recommended Improvement :

Provide Bike Lanes and Sidewalks to Improve Connection to Transit Center (Camino Del Rio to Pacific Highway)

B



Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Like = 52.7%)	
Cost	M



Preliminary Recommended Improvement :

Provide Bike Lanes and Sidewalks to Improve Connection to Transit Center (Camino Del Rio to Pacific Highway)

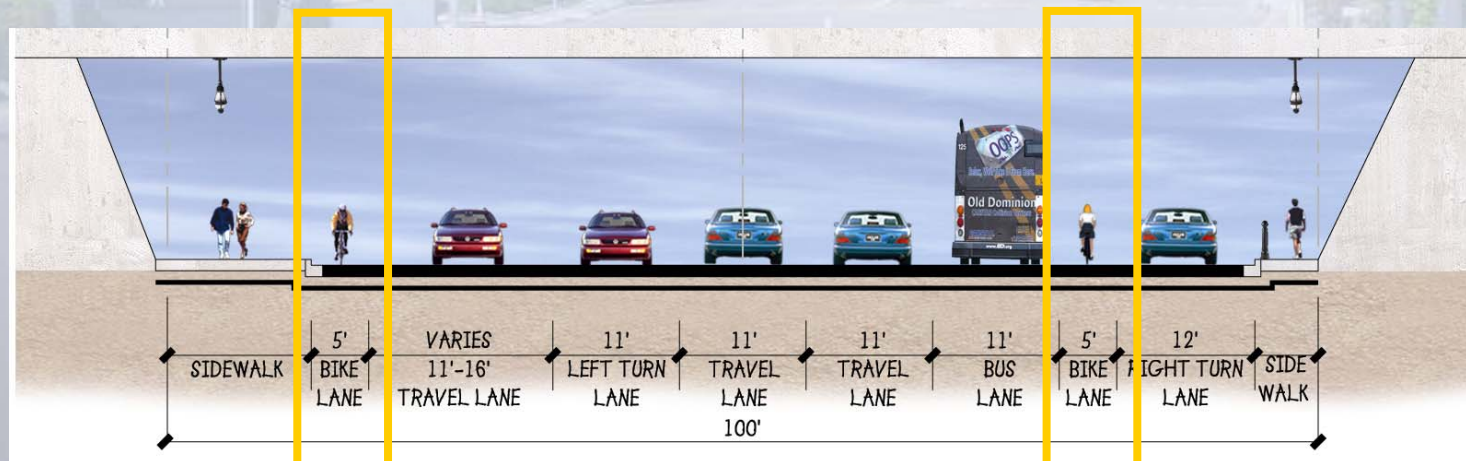
B



EXISTING



PROPOSED



Bike Lanes

Preliminary Recommended Improvement :

Improve Pedestrian Access:
Install Traffic Signal & New
Crosswalks at
Rosecrans/Hancock

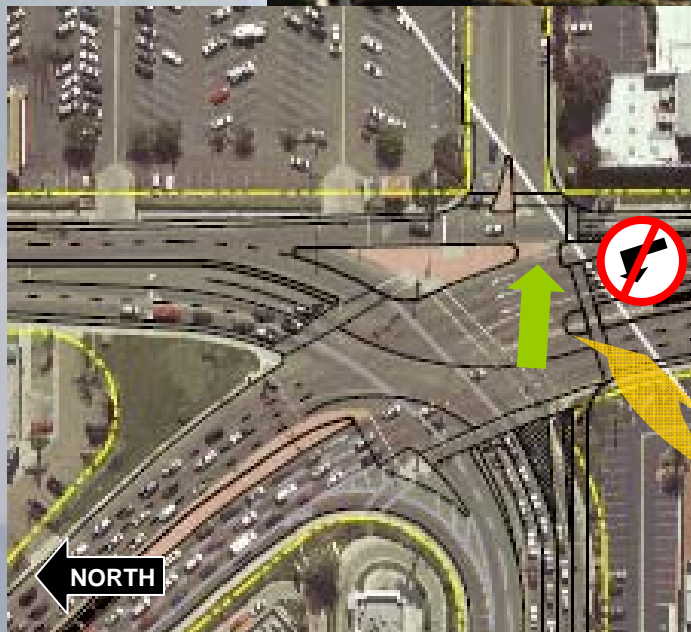
B



Consistency with Community Plan	<input type="radio"/>
Mobility Assessment	<input type="radio"/>
Resolution of Existing Issues	<input checked="" type="radio"/>
Potential Benefits	<input checked="" type="radio"/>
Potential Impacts	<input checked="" type="radio"/>
Feasibility	<input checked="" type="radio"/>
Community Input	<input checked="" type="radio"/> (Like = 52.7%)
Cost	M

**Preliminary Recommended
Improvement :**

**Extend Sports Arena Boulevard
East of Rosecrans**



***What about this
left turn?***

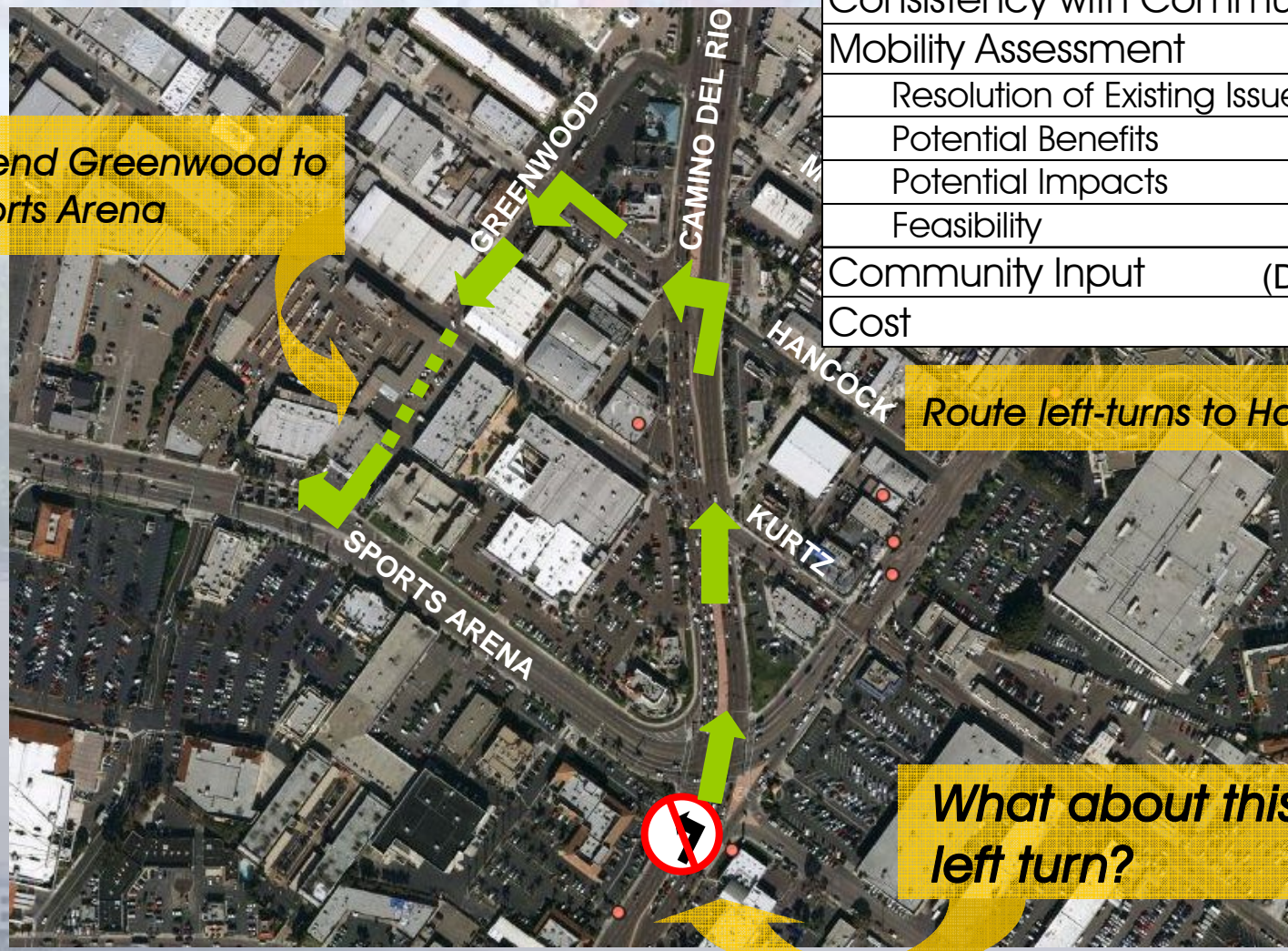


Preliminary Recommended Improvement :

Extend Sports Arena Boulevard East of Rosecrans



Extend Greenwood to Sports Arena



Route left-turns to Hancock

What about this left turn?

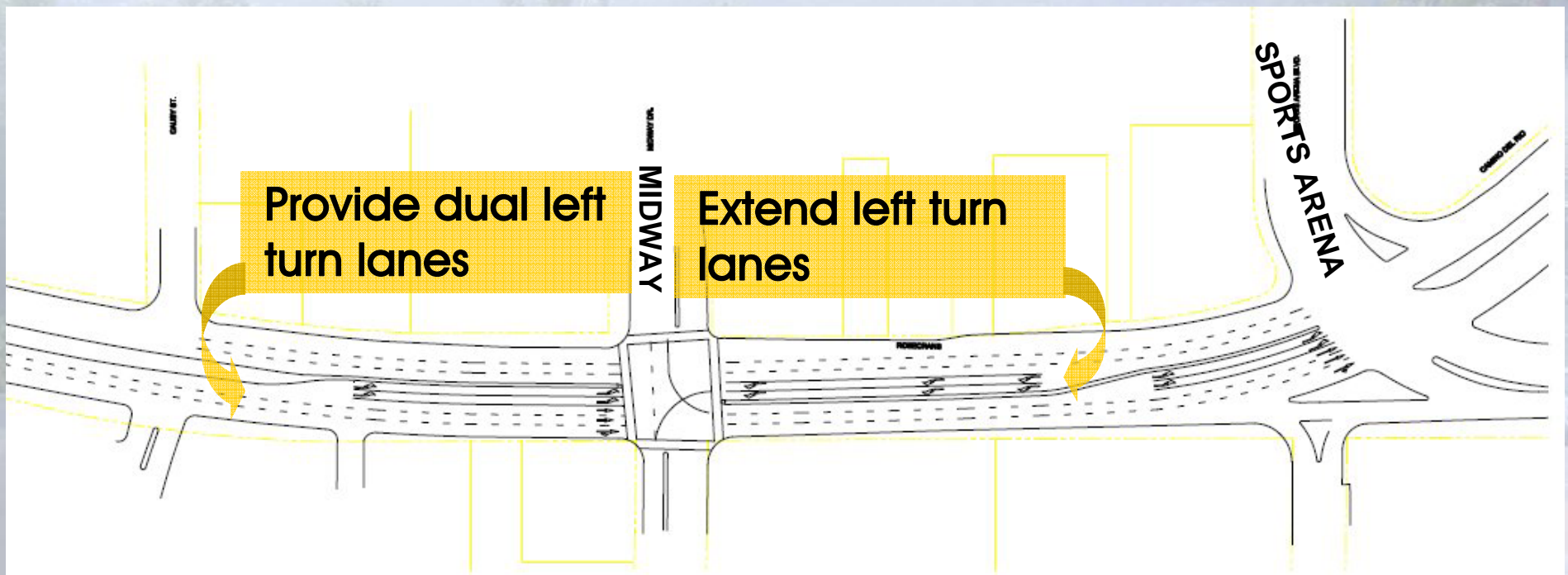
Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Dislike = 41.5%)	
Cost	H



City of San Diego
Planned Improvement :

Midway Intersection
Improvements

D



Mid- to Long-Term Improvement :

Rosecrans & Midway Intersection Improvements

D

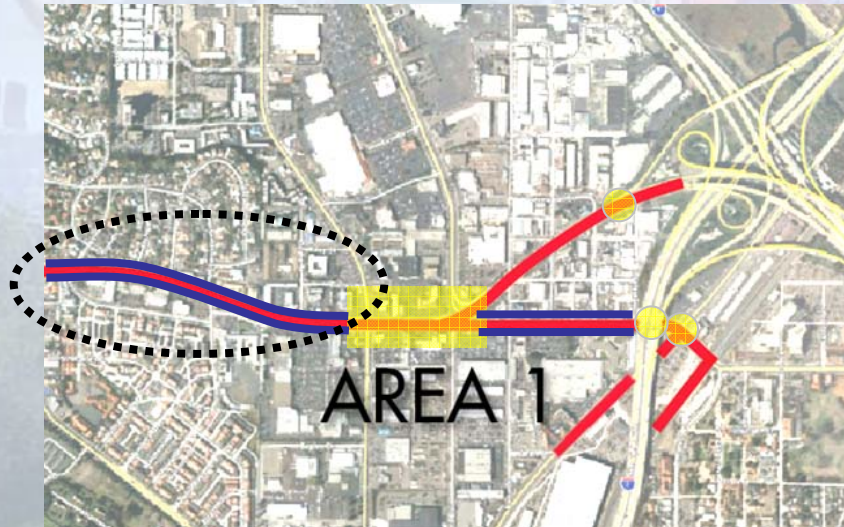


Consistency with Community Plan	<input checked="" type="radio"/>
Mobility Assessment	<input type="radio"/>
Resolution of Existing Issues	<input checked="" type="radio"/>
Potential Benefits	<input checked="" type="radio"/>
Potential Impacts	<input checked="" type="radio"/>
Feasibility	<input type="radio"/>
Community Input	(Like = 67.3%) <input checked="" type="radio"/>
Cost	H

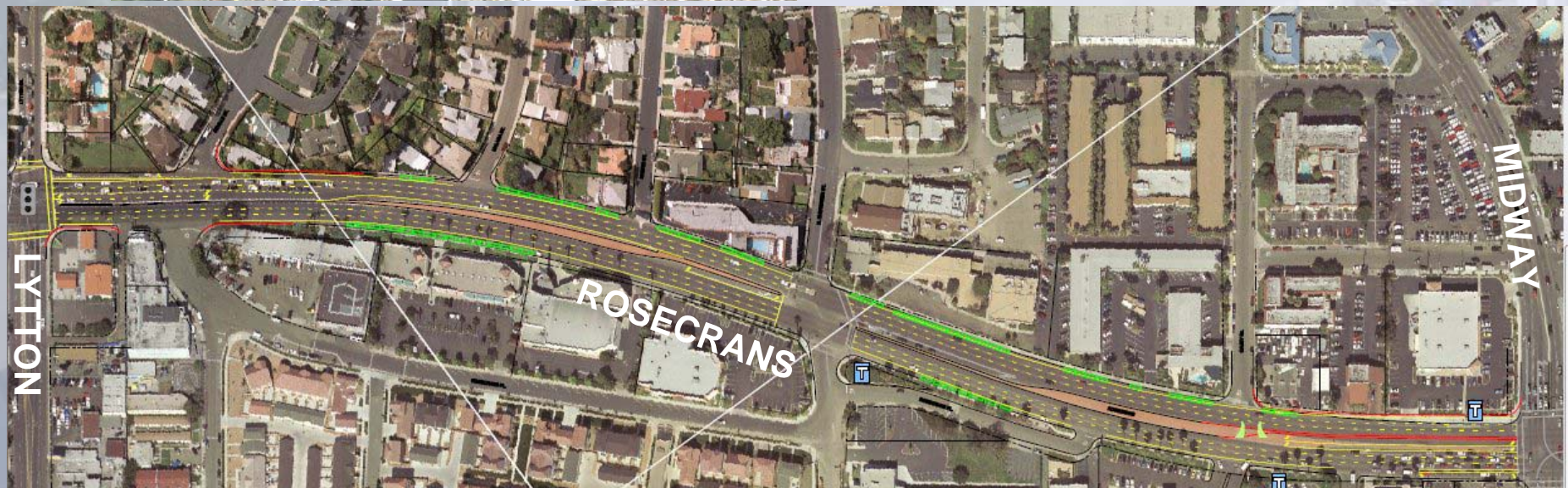
Preliminary Recommended Improvement :

Stripe Bike Lanes from Midway to Lytton

E



Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Dislike = 50.9%)	
Cost	L



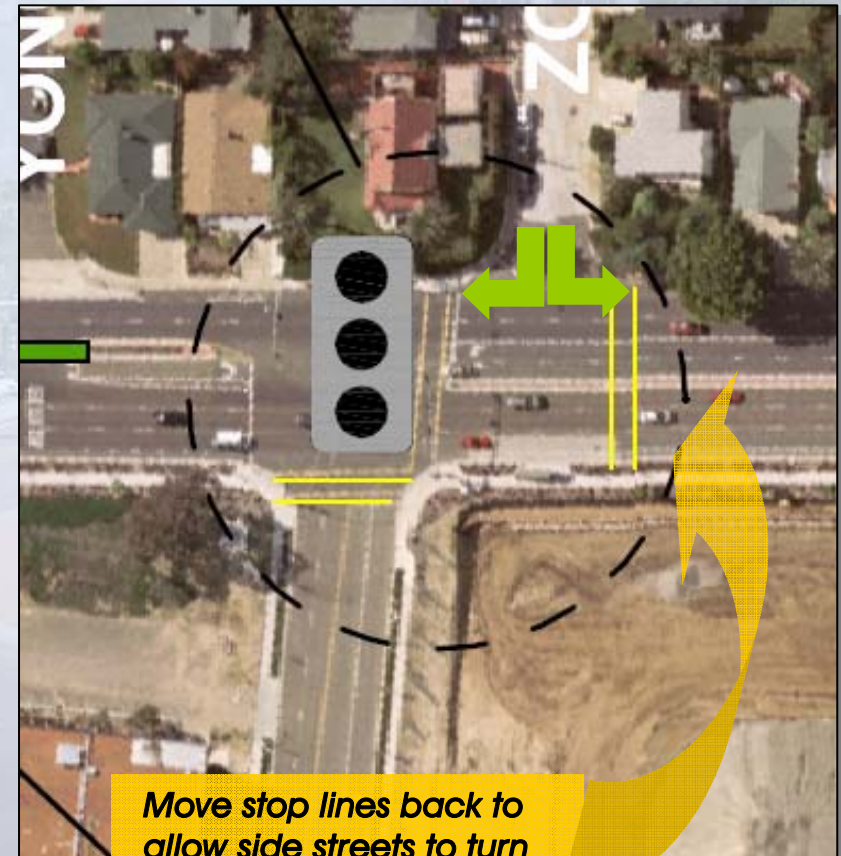
Preliminary Recommended Improvement :

**Modify Signals at
Dumas/Roosevelt and
Zola/Womble to Improve Access**

F



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 55.0%)	●
Cost	M



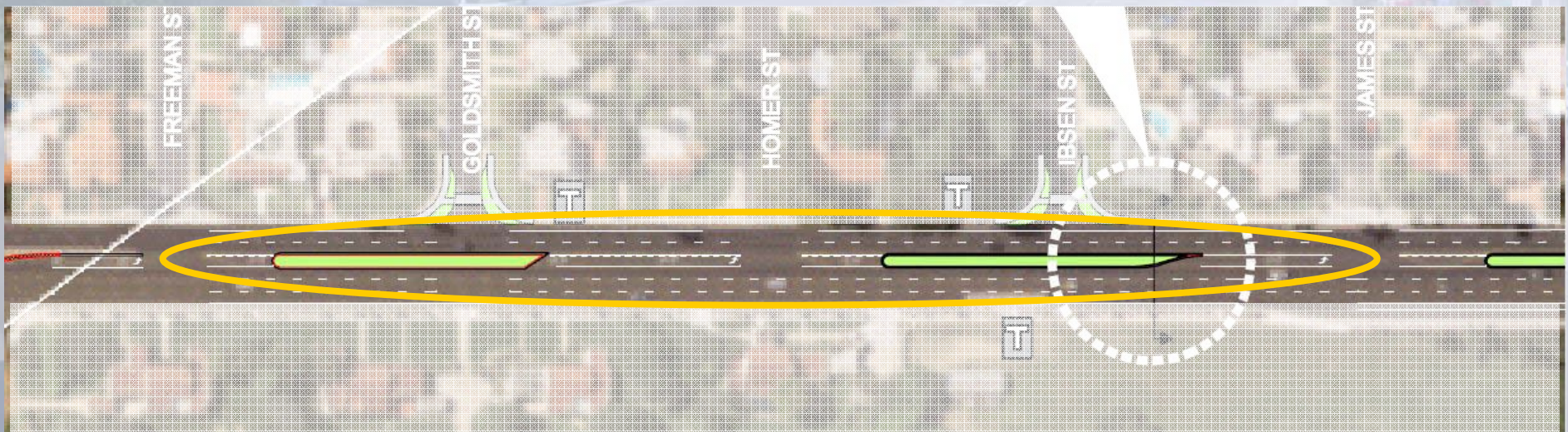
Preliminary Recommended Improvement :

Intermittent Medians and Left-Turn Pockets Improve Traffic Flow & Reduce Side Street Delay

G



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 42.4%)	●
Cost	M

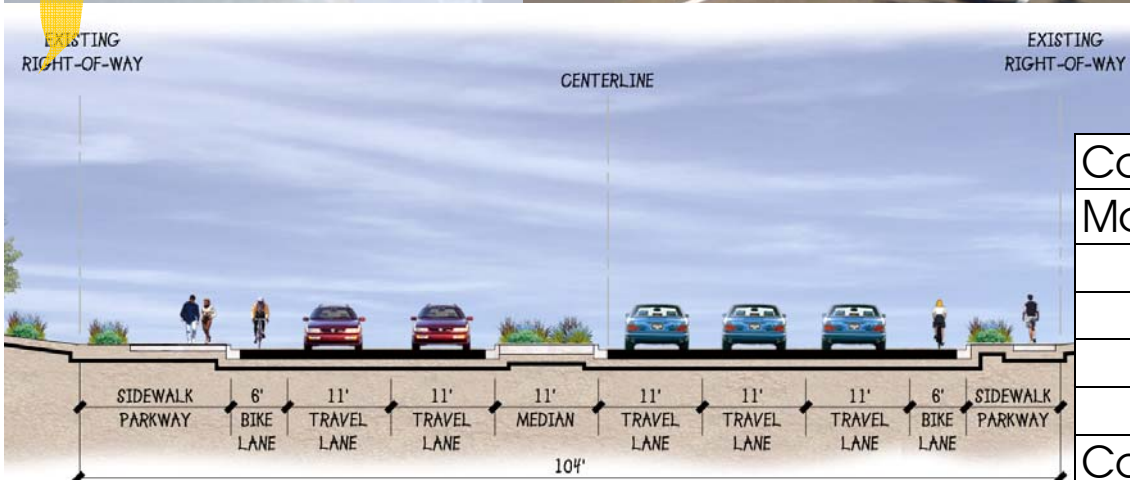


Preliminary Recommended Improvement :

Widen Bicycle Lanes from 4 to 6 feet by Reducing Median Width



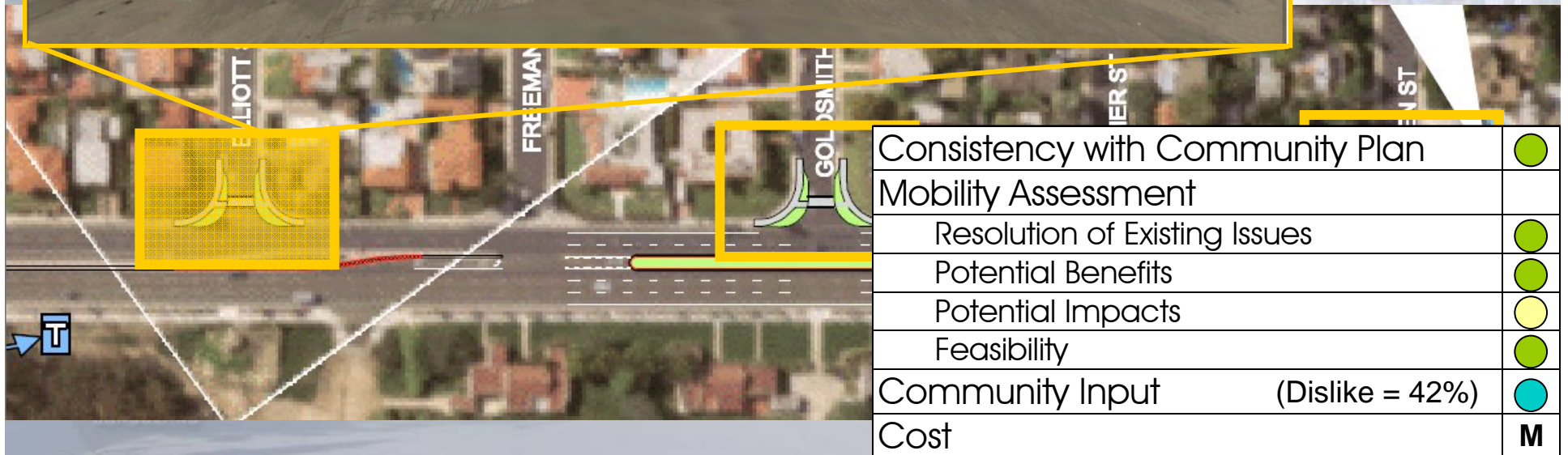
Existing Right-of-Way to remain the same



Consistency with Community Plan	●
Mobility Assessment	●
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(Dislike = 59.0%) ●
Cost	L

Preliminary Recommended Improvement :

Side Street Curb Extensions Reduce Pedestrian Crossing Distance



Preliminary Recommended Improvement :

Relocate Transit Stops from Porter/Udall to Farragut/Voltaire to be Closer to the Crosswalk

J



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 46.6%)	●
Cost	L



CITY POLICY



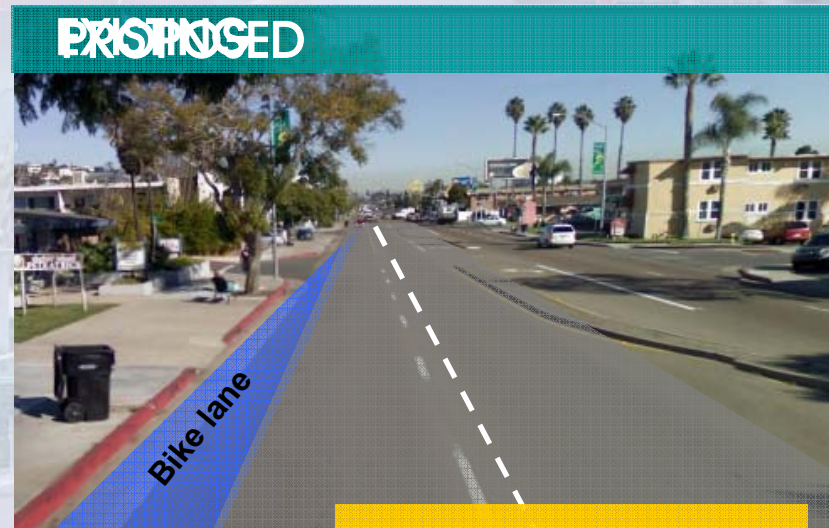
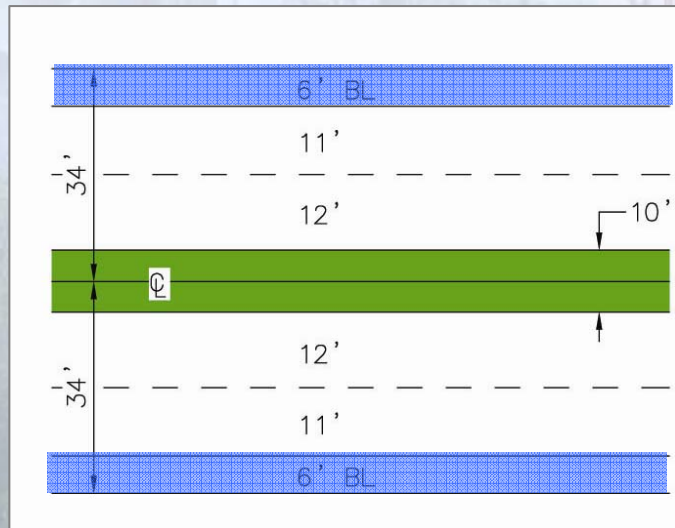
“City staff coordinates with SANDAG/MTS to help provide safe and accessible transit stops. In recent years a number of key transfer points have been consolidated at off-street transit centers which have fewer pedestrian conflicts with through traffic, thereby improving safety. Where possible, bus stops are located on the far side of an intersection to provide better motorist visibility of passengers getting on and off the bus and crossing the street.”

City of San Diego Council Policy No. 200-07 (April 2009)

Preliminary Recommended Improvement :

Restripe Corridor to Include 6' Bicycle Lanes Northbound & Southbound

K



Re-stripe roadway within the existing Right-of-Way to provide bicycle lanes

Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 62%)	●
Cost	L

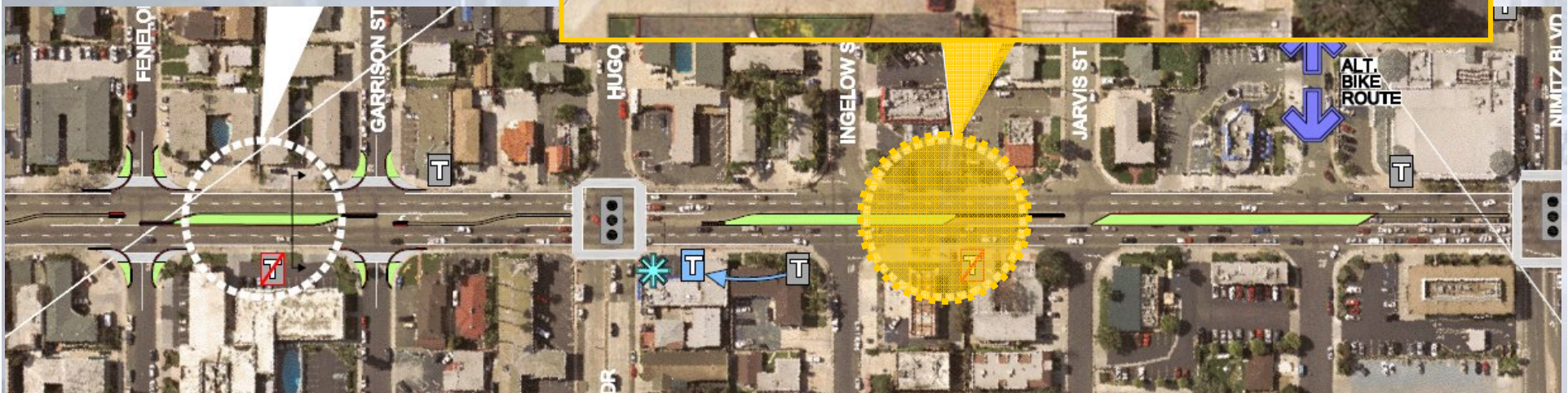


Preliminary Recommended Improvement :

Landscaped Medians Restrict Side Street Access, Reduce Delay & Improve Flow



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 43.8%)	●
Cost	H



Preliminary Recommended Improvement :

Install New Traffic Signal and Crosswalks at Emerson

M



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input	(Like = 48%) ●
Cost	M

COUNCIL POLICY ON PEDESTRIANS



“Pedestrian accidents account for only four percent of the total traffic accidents in the City of San Diego. Unfortunately, they also account for a disproportionate 34 percent of all citywide traffic deaths.”

City of San Diego Council Policy No. 200-07 (April 2009)

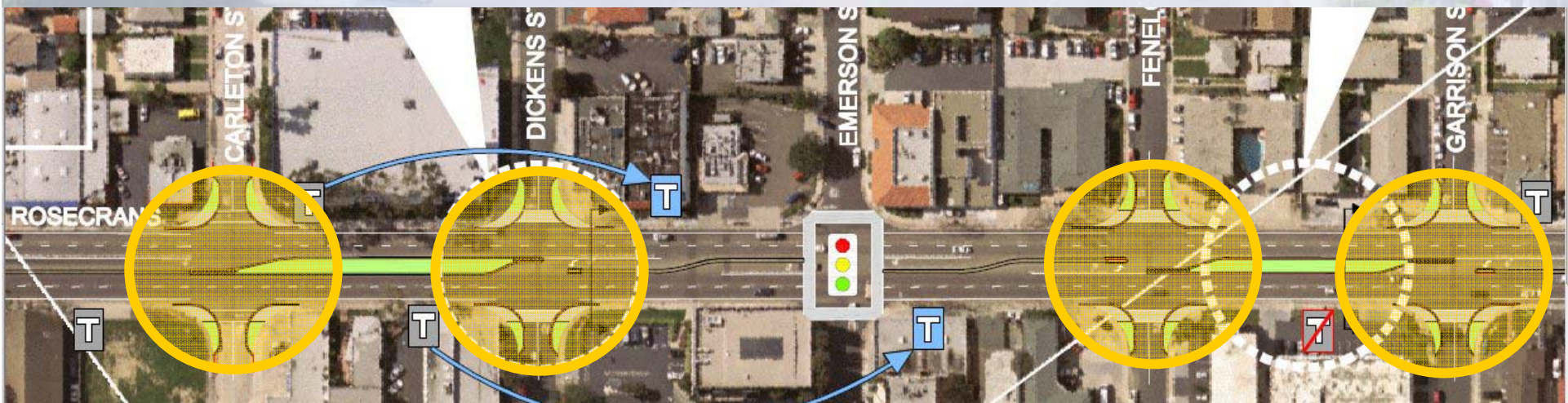
Preliminary Recommended Improvement :

Install Curb Extensions on Side Streets to Reduce Pedestrian Crossing Distance & Provide for Landscaping Opportunities

N

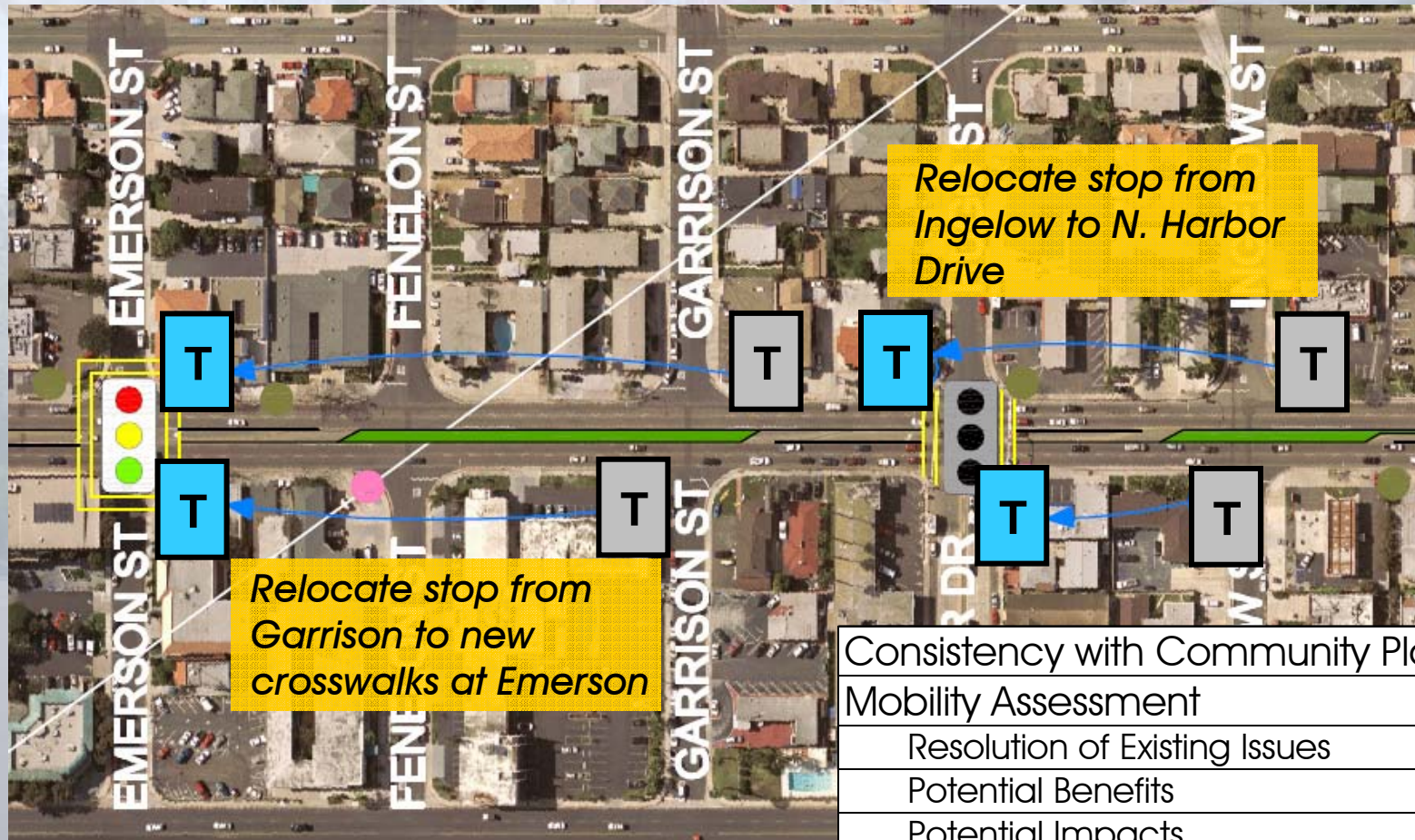


Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 42.0%)	●
Cost	M



Preliminary Recommended Improvement :

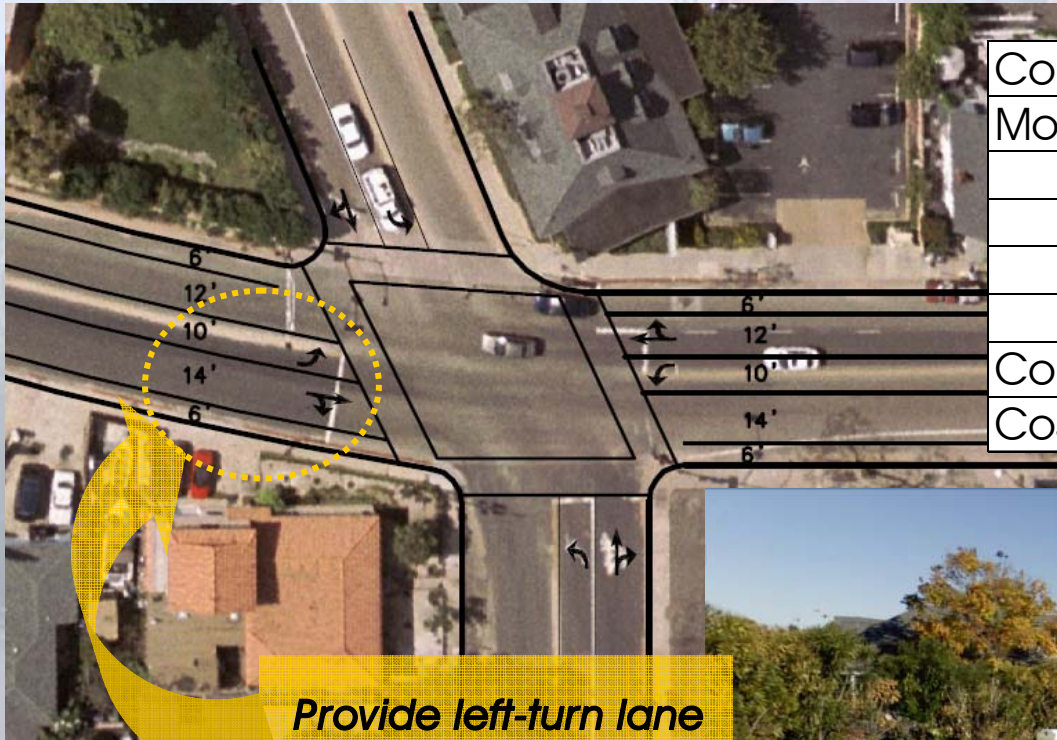
Relocate Transit Stops to Signalized Intersections



Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Like = 52%)	
Cost	L

Preliminary Recommended Improvement :

Restripe Talbot with Signal Modifications



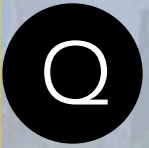
Provide left-turn lane at Talbot and add crosswalks

Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Like = 51.6%)	
Cost	L



Preliminary Recommended Improvement :

Complete Sidewalks on West Side of Street to Provide ADA Accessible Route



Consistency with Community Plan	<input checked="" type="radio"/>
Mobility Assessment	<input type="radio"/>
Resolution of Existing Issues	<input checked="" type="radio"/>
Potential Benefits	<input checked="" type="radio"/>
Potential Impacts	<input checked="" type="radio"/>
Feasibility	<input checked="" type="radio"/>
Community Input (Like = 40.3%)	<input checked="" type="radio"/>
Cost	M

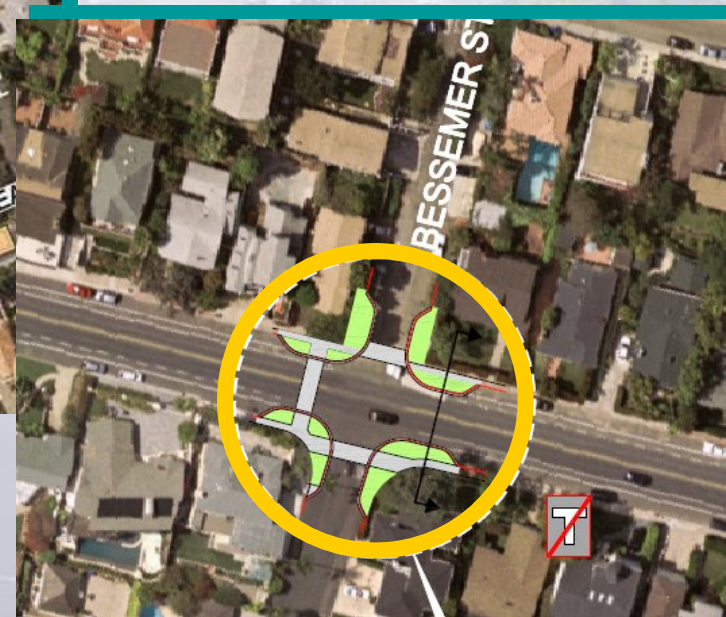


Preliminary Recommended Improvement :

Install Curb Extensions at Owen and Bessemer to Improve Pedestrian Visibility and Reduce Crossing Distance



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 42.9%)	●
Cost	M



CITY POLICY ON PEDESTRIAN MARKINGS



“Special pedestrian signs and pavement markings “PEDS” may be installed in advance of pedestrian crossings at relatively confined locations or randomly over a substantial distance. Signs and markings may also be used in isolated areas where pedestrian crossings are unexpected and advance warning to motorists is desirable. The following urban guidelines are recommended:

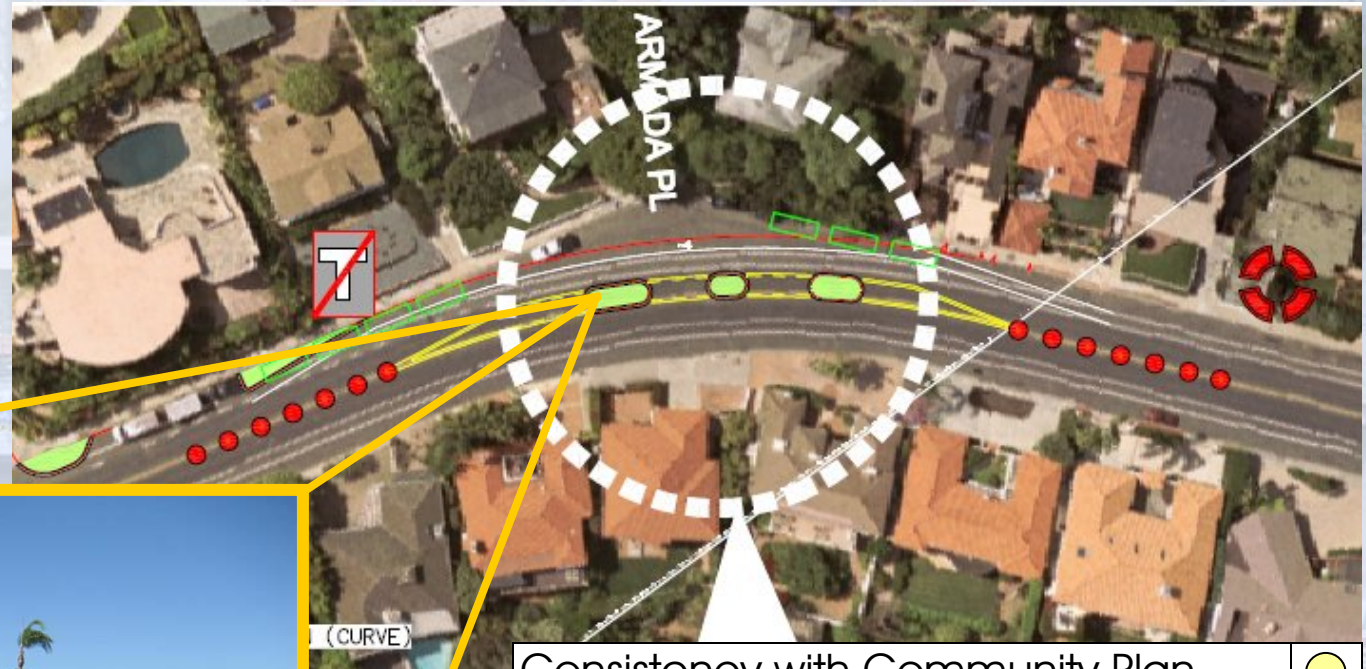
- There should be an identified pedestrian crossing problem
- Roadway should be classified as a through street
- Vehicular volume should be greater than 10,000 ADT
- Pedestrian crossing volume should be greater than 10 pedestrians during the peak pedestrian hour

City of San Diego Council Policy No. 200-07 (April 2009)

Preliminary Recommended Improvement :

Median Islands at Armada Reduce Traffic Speeds Buffer Parked Vehicles (southbound)

S

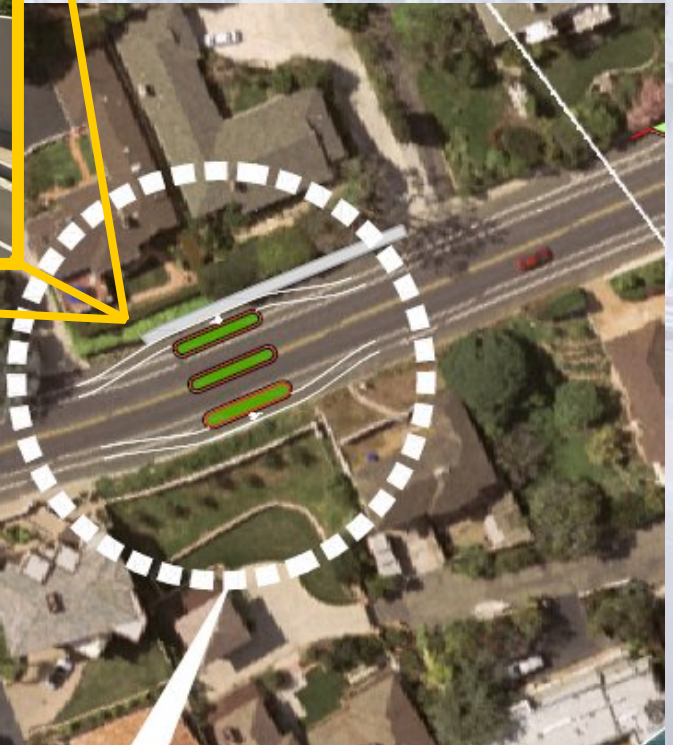


Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 67.7%)	●
Cost	M

Preliminary Recommended Improvement :

Install Traffic Calming Devices to Reduce Traffic Speeds: Chokers

T



Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Dislike = 61.3%)	
Cost	M

Preliminary Recommended Improvement :

Install Traffic Calming Devices to Reduce Traffic Speeds: Mini-Roundabout @ McCall

U



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 70.1%)	●
Cost	M



Preliminary Recommended Improvement :

Consolidate Transit Stops To Correspond with Proposed Traffic Calming or Pedestrian Crossing Features

V



Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Like = 42.6%)	
Cost	L



NEED FOR IMPROVEMENT



“City staff coordinates with SANDAG/MTS to help provide safe and accessible transit stops. In recent years a number of key transfer points have been consolidated at off-street transit centers which have fewer pedestrian conflicts with through traffic, thereby improving safety. Where possible, bus stops are located on the far side of an intersection to provide better motorist visibility of passengers getting on and off the bus and crossing the street.”

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